EXECUTIVE SUMMARY

Hometown Intermodal Transportation Study

Introduction

The City of South Miami's vision calls for a transportation system that reduces vehicular trips and congestion by providing attractive alternatives to single-occupant vehicles. The purpose of the *Hometown Intermodal Transportation Study* was to develop a multimodal mobility plan for the area surrounding the South Miami Metrorail Station including the "Hometown District," the "Transit Oriented Development District," civic uses, an industrial district, residential neighborhoods, and South Miami and Larkin Hospitals.

Data Collection

Transportation and land use studies were reviewed as an initial effort to provide a foundation for this study. As previous studies were reviewed, relevant data were obtained for utilization in the *Hometown Intermodal Transportation Study*. Additionally, recommendations were noted so that this study may build upon the City's vision and develop consistent strategies.

Streetscape Improvements Were Implemented on Sunset Drive

Traffic data collected by the Florida Department of Transportation (FDOT), the City of South Miami, and in previous traffic studies were compiled in a database. Transit system data were obtained from Miami-Dade Transit (MDT). Bicycle and pedestrian information were obtained from the Miami-Dade Metropolitan Planning Organization (MPO). Additional data were compiled for parking and land use from *The "Hometown Plan" Area 1* and the *City of South Miami Comprehensive Plan*.

Analysis of Existing Transportation and Land Use

The arterial roadways in the "Hometown" study area were found to experience significant congestion. Although the secondary tier of roadways demonstrated a better level of service, as congestion worsens on the arterial roadways, traffic may increase in these corridors degrading their level of service and negatively impacting the quality of life in the "Hometown" study area's neighborhoods.

The South Miami Metrorail Station provides access to Metrorail, which is the heavy rail component of Miami-Dade County's transit system, serves as a hub for several Metrobus routes that operate within the "Hometown" study area, and provides a garage with parking capacity for 1,774 vehicles. Despite this transit service, the mass transit system is focused on regional travel movements and does not offer a high level of mobility for local trips within the "Hometown" study area.

Overall, the "Hometown" study area lacks adequate bicycle facilities in its major roadway corridors and its pedestrian environment is inhospitable. In particular, U.S. 1 acts as a physical and psychological barrier impeding bicycle and pedestrian movement between the "Hometown" study area's activity centers.

Although Downtown South Miami suffers from a public perception that parking spaces are hard to find, there is actually an abundance of parking. However, many popular destinations have few parking spaces within close proximity and the parking garages and parking lots with available parking spaces typically are not well connected to the popular destinations.

The City of South Miami has created two zoning overlay districts, the Hometown District and the Transit-Oriented Development District (TODD), to promote redevelopment. Regulations for these zoning overlay districts already provide incentives to encourage pedestrian activities and reduce reliance on the automobile through mixed-use development.

U.S. 1 Impedes Bicycle and Pedestrian Movement

Multimodal Transportation Needs and Strategies

Based on an analysis of transportation data and land use patterns, needs in the areas of traffic operations, transit, bicycle/pedestrian movements, neighborhood traffic management, parking, and redevelopment were identified. A number of short and long term multimodal transportation strategies were then identified to address these deficiencies and encourage the use of mass and non-motorized transit in the "Hometown" study area. These strategies were developed into a "project bank" of recommended improvements grouped into the following project types:

- Traffic Capacity/Operations Enhancements
- Transit Improvements
- Bicycle Improvements
- Pedestrian Enhancements
- Neighborhood Traffic Management/Livability
- Parking Improvements
- Land Use, Development, and Redevelopment Opportunities

Implementation Plan

A project comparison system was developed to position the improvements identified in the "project bank" into four prioritization categories. The criteria that were considered in the qualitative evaluation of the "project bank" improvements were:

- Improves Quality of the User's Experience
- Promotes the Use of Alternative Modes
- Improves Sense of Place
- Discourages Neighborhood Traffic Intrusion
- Improves Safety
- Promotes Favorable Development Pattern
- Satisfies More Than One Project Category

Projects were assigned a score between 0 and 2 based on their ability to satisfy the evaluation criteria. The scores for the individual evaluation criteria were added together to determine an overall score for each "project bank" improvement. A project comparison matrix was developed to present the results of the evaluation of these improvements and assist in the prioritization of improvements.

Improved Crossing Are Needed along the M-Path

The "project bank" improvements were grouped into four categories based on the evaluation presented in the project comparison matrix and the preliminary order of magnitude cost estimates. After the initial grouping of projects into priority levels based on the score obtained in the project evaluation matrix, the preliminary order of magnitude cost estimates were also taken into consideration. Several projects were shifted into a different priority level to allow some lower cost projects that offer immediate benefits to be implemented while funding is secured for some of the higher cost projects. Table ES-1 presents the recommended prioritization schedule for the "project bank" improvements.

Monitoring Process

A committee comprised of representatives from local agencies and stakeholders should be formed to oversee this study's recommendations through implementation. Additionally, an annual report should be prepared documenting the status of the implementation of the projects identified in this study. The annual report should include project scheduling, costs, and funding sources. Finally, the phasing of projects should be adjusted over time in response to changing needs in the community.

Conclusion

This study developed a multimodal transportation master plan for the "Hometown" study area. Envisioned are alternative modes of transportation, a network of bicycle and pedestrian facilities, and mixed-use development to reduce vehicular traffic generation.

On July 29, 2002, the South Miami City Commission adopted a resolution accepting the *Hometown Intermodal Transportation Study* as the master plan to guide transportation infrastructure improvements in the "Hometown" study area.

The *Hometown Intermodal Transportation Study* should be used as a tool by the City to assist in the acquisition of funding to implement transportation improvements. The plan demonstrates that the City has a comprehensive vision toward providing multimodal transportation opportunities to reduce reliance on the single-occupant automobile.

Table ES-1
South Miami "Hometown Intermodal Transportation Study"
"Project Bank" Prioritization Schedule

Priority Level	Project Description	Project Evaluation "Score"	Planning Level Cost Estimate
1	Establish Citywide 25-mph Speed Limit for Residential Areas	11	$30,000
1	Construct U.S. 1 Pedestrian Overpass	10	$5,000,000
1	Add Sidewalks in Residential Neighborhoods	9	$600,000
1	South Miami Metrorail Station Joint Development Project	9	n/a (1)
1	Implement Traffic Signal Timing Modifications and Operational Recommendations To Improve Traffic Flow on Sunset Drive and Red Road	7	$10,000
1	Pedestrian Safety Improvements at Intersections within Study Area	6	$100,000
1	Create Bicycle Parking Ordinance	5	no cost
1	**Total Planning Level Cost Estimate for Priority Level 1 Projects**		**$5,740,000**
2	Create Network of Pedestrian Paths within Downtown To Provide Better Connections Between Parking Areas and Destinations	10	$4,000,000
2	Improve M-Path Connection Between the South Miami Metrorail Station and SW 70th Street	8	$15,000
2	Add Sidewalks in Industrial Area North of South Miami Metrorail Station	8	$25,000
2	Provide Pedestrian Crossing on Red Road South of Sunset Drive	8	$15,000
2	Establish Bicycle Education and Safety Programs	5	no cost
2	**Total Planning Level Cost Estimate for Priority Level 2 Projects**		**$4,055,000**
3	Implement Streetscape Improvements in the Hometown Plan Area 2	8	$1,500,000
3	Add Sidewalks to SW 80th Street	7	$75,000
3	Traffic Calm Residential Neighborhood North of Sunset Drive and East of Brewer Canal	7	$250,000
3	Traffic Calm Residential Neighborhood South of Downtown	7	$250,000
3	Traffic Calm Residential Neighborhood South of Sunset Drive and East of SW 67th Avenue	7	$100,000
3	Add Bicycle Lanes to Local Roadways	7	$400,000
3	**Total Planning Level Cost Estimate for Priority Level 3 Projects**		**$2,575,000**
4	Extend M-Path South of SW 67th Avenue to Dadeland South Metrorail	7	$500,000
4	Pedestrian Safety Improvements at Intersections within Study Area	6	$100,000
4	Provide Amenities at Bus Stops (i.e. Shelters, Benches, and Transit Information) (2)	6	$150,000
4	Improve Crossing Conditions for Bicyclists Along M-Path	6	$30,000
4	Implement Operation Improvements at the Intersestion of Sunset Drive and SW 62nd Avenue	5	$200,000
4	Hometown District Parking Garage	5	n/a (1)
4	Madison Square Redevelopment	5	$150,000
4	Reestablish Circulator Transit Service (3)	5	$300,000
4	**Total Planning Level Cost Estimate for Priority Level 4 Projects**		**$1,430,000**
Total Planning Level Cost Estimate for all Projects			**$13,800,000**

Notes:
(1) Project funded by private sector.
(2) Cost for providing amenities at 10 bus stops.
(3) Cost including purchase of one vehicle and costs for operating one route for one year.